Det. Bel. Isle & Windsor Ferry Co

VOL. IX NO. 28. CLEVELAND. O., JULY 14, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The Cleveland Drydock Co. is putting a new spar and new topmast into the Columbia.

W. P. Henry, manager of the Lehigh line, was in this city Tuesday. He passed on to Chicago, where he has business to look after for the company.

The Cleveland Shipbuilding Co.'s buildings are now ready for the tools, some of which have arrived, the punch, sheers and flanges being received some days since.

The propeller Northerner, which has occupied the Cleveland Drydock Co.'s dock many weeks for rebuild will go out of dock next week. She has received all lower deck frames, and upper deck, new deck, new rail, etc., which puts her in good condition.

The bed plate for the steamer Aurora, building at Murphy & Miller's shipyard is in the boat and the engine is being shipped and will be set up at once. The castings for this machine are the smoothest that have ever been turned out in Cleveland and give good satisfaction.

The Canadian barges M. C. Upper and Josephine, recently sunk in Canadian canal, are being repaired by the Cleveland Drydock Co. The Upper will get new deck beams, stanchions, plank, new windlass, and recalked all over. The Josephine received necessary repairs and in addition a new spar.

Captain Dwyer, superintendent of this lighthouse district, was in port Tuesday and inducted into office his successor, Captain Gridley. It is hoped that Captain Gridley will prove as efficient in office as Captain Dwyer has been. The new incumbent will assume duties about the first of August and Captain Dwyer, who by the way has made many friends, will go to deep sea duties.

Mr. R. L. Willard, the veteran ship and sign painter, has sold out his business on Main street and will retire. Mr. Willard's son Charles and Mr. Wm. Filley will carry on the business. The business under the new firm deserves all the favor that has been accorded to R. L. Willard, and every one who gives an order will get good work and we do not hesitate to say that satisfaction is guaranteed.

The Cleveland Shipbuilding Co. is building two triple expansion engines for steamers under construction at Captain Wheeler's West Bay City yard. Both engines are 19, 31, and 50 inches by 40 inches stroke. This company is also building two boilers 11 by 11½ feet. This product is for Captain Forbes, of Port Huron. Deponent does not say who will be the proprietor of the second engine and boiler, but it is safe to say that Captain Thos. Wilson will acquire it before the boat is launched.

Meteorological summary for the week ending July 13:

Mean barometer	29.97
Mean temperature	73.5
Mean humidity	71.5
Total precipitation, inch	.30
Prevailing direction of wind	S.E.
Total wind movement	1116
Av. cloudiness	2.6
Av. state of weather	Clear.
Max. temperature, highest	88.0
Min temperature, lowest	59.6

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

Cleveland has more than distanced all other ports on the lakes in the valuation and aggregate of tonnage. The report of the collector of customs, about to be transmitted to Washington, shows that there are owned here 200 boats with a total gross tonnage of 123,921.41. The aggregate of the insurance valuation of these boats, as taken from the Inland Lloyds register, is $6,539,400. Of the total, seven of the steamboats are made of iron and steel with a total valuation of $983,000 and an aggregate tonnage of 10,719.72. The number of steam wooden boats is eighty-seven, the aggregate value $3,772 800 and the gross tonnage 60,031.81. The number of sail craft is 112, the aggregate value $1,783,600, and the gross tonnage 53,169.88

CHICAGO.

Special to the Marine Record.

At the Chicago Drydock Co.'s the propeller Pacific was in dock for a new stem and calking; the tug S. S. Allen for a general overhauling; the steambarge H. C. Starke to have her rudder fastened; the schooner Waukesha had her top sides calked; the schooner H. W. Sage received new trussel tree; the schooner Lottie Wolt repairs to deck; schooner Higgie some calking; propeller Coffinberry some plank in bow; schooner Mary D. Ayer new bowsprit and jibboom; steambarge Fred McBrier had her topsides calked; the schooner Niagara had her center board box calked; schooner Emeline a new jibboom; the schooner Flying Cloud received repairs to windlass; the steambarge Colwell a new anchor stock and some repairs; repairs were made on the propeller City of Traverse.

At Miller Bros.' drydocks and shipyards the schooner J. B. Newland received a new mizzen mast; the tug Success was in dock and had her shoe fixed; the tug W. H. Wolf was in for repairs to her rudder; the steambarge Douglas for repairs to her shoe; the tug Stanwood was at the derrick to have sternbearing fixed; the tug Butler was in dock for a new pintle to rudder; schooner Vega received a new foreyard; the tug Chas. Halladay was in dock for repairs to iron on bottom and fixing sternbearing.

The schooner Mary D. Ayer which received considerable damage by collision on Lake Huron, arrived Sunday, in tow of the tug Justice Fields.

Nathan Mears, lumber merchant, has purchased the machinery of the tug Albion, of Milwaukee, and will have it placed on board his steambarge S. H. Johnson.

The S. K. Martin Lumber Co., of Chicago, has bought the City of St. Joseph for $28,000. She will be placed in the lumber carrying trade, running between Chicago and Muskegon, and will be commanded by Captain William Evans, master of the Michael Groh. The propeller was built four years ago at a cost of $35,000. She was originally intended for the Chicago and St. Joseph passenger and freight trade, but she failed to develop the required amount of speed, and, after running on the route for several seasons, she was withdrawn last spring. Her passenger cabin was taken off and she has since been carrying ore.

Captain Alex Gibson, of Captain David Dall's schooner Wm. Jones, has resigned and gone to his home in Saugatuck to look after his farm and peach orchards.

The annual regatta of the Phœnix yacht club will be held on Saturday next, the 16th of July. The yachts will start from the foot of Van Buren street at 1 p. m. and race over their usual course. The sloop yachts Minnie M. and Ina will compete in the second class and Zephyr and Peri in the third class. Entries for the fourth class yachts will be made Friday. A good day's sport is expected.

The new steambarge Thomas R. Scott, recently built by the Grand Haven Shipbuilding Co., for Captain John Lang and another, has been sold to J. H. Pearson & Co., lumber merchants, Chicago; consideration $24,100.

The steambarge Annie Laura collided with the small schooner Lem Higby last Friday morning when trying to pass her in the draw of Rush street bridge. The schooner immediately began to leak and the tug Babcock, which was towing her, got her to the dock at McCormick's factory, where she sunk.

C. F. Elmes, corner Fulton and Jefferson streets, is building two double fire pumps, for the Chicago fire boat Alley, the combined capacity of which will be 2,500 gallons per minute at fire service.

Captain Church has taken command of the schooner Maria Martin.

The schooner Westchester, Captain J. P. Clark, has been doing excellent work this season. She has made eleven trips to this port between April 20th and July 10th, bringing along cedar ties and posts which she loaded from the beach between Cedar river and Menominee.

Hot weather is driving the sweltering multitudes to the lakes. All three of the Goodrich line boats were crowded to their full capacity when they left Chicago Tuesday night. John Singleton, the veteran passenger agent, says he never saw anything like it, but all the same it is John's hustling that keeps the boats filled up. So says the Tribune.

Mike King, a union stevedore, was fined $100, Monday, by Justice R. H. White, for assaulting and nearly killing John Gale, mate of the schooner St. Lawrence, last week.

The new passenger steamer Puritan, recently built at St. Joseph by J. Randall for the Graham and Morton Transportation Co., arrived here on her first trip last Saturday. She is an elegant looking steamer and is very finely modeled. She made nearly seventeen miles an hour coming over from St. Joseph and will no doubt make much better time when her machinery runs smoothly. The Puritan is 175 feet over all, 23 feet beam, and 14 feet molded depth. She has a fore and aft compound engine, with slide valves on the high pressure cylinder and rolling valves on the low, and works with steam reversing gear. Her power is greater for her dimensions than any passenger steamer on the lakes, for her cylinders are 22 and 40 inches in diameter, with a piston stroke of 30 inches. The boiler is 8½ feet in diameter, and 16 feet long. The machinery is placed amidships, which is calculated to give her greater buoyancy. The shaft is 9½ inches in diameter and 75 feet long, turning a propeller wheel 9½ feet in diameter, with a 14½ foot pitch. Saturday her engine, with 125 pounds of steam and cut off at 11 inches, turned up 110 revolutions a minute. The hold is spaced off with four water-tight bulkheads. It is calculated that if her bows were stove in by collision so that the forward compartment was in communication with the sea the steamer would not sink. Abaft the forward collision bulkhead in the hold are the pantry, kitchen, and dining room, with quarters for part of the crew and several passenger state rooms. Then comes the machinery spaces, and abaft of these is a large cabin that runs to the after bulkhead, and which is fitted with state rooms on both sides. The cabin is well ventilated, and will prove the coolest part of the steamer in summer and the warmest in cold weather. Forward, on the main deck, are the offices for the clerk and steward, and storage room for baggage and a limited amount of freight. On the after deck are 125 folding opera chairs, to be used by excursionists. The main cabin, which runs nearly the full length of the promenade deck, is handsomely furnished. Its chief feature is that instead of being filled up with state rooms, upholstered seats are arranged on both sides, and can be converted into berths at night in exactly the same way that berths are made up in a sleeping car. In fact, the cabin presents much the appearance of the interior of a Pullman sleeper. The outfit of the steamer is complete in every respect, and includes the latest improvements in life-saving apparatus and every facility for extinguishing fire. Just before leaving St. Joseph the citizens of that place presented the steamer with a handsome water service.

WILLIAMS.

DETROIT.

Captain S. W. Kirby, of Grand Haven, has sold the new steamer H. S. Pickands. Price received was $55,000. The Pickands is under charter to carry ore from Escanaba to Grand Haven until September 1, and there will be no change in her management until that date. The Pickands rates A1, capacity 1,250 gross tons or 800M lumber.

MILWAUKEE.

The Milwaukee shipyard syndicate contemplate building during the winter a large consort for the steamer now under way at the yard. The dimensions of the barge are to be the same as those of the steamer, viz.: 200 feet over all, 35 feet beam and 20 feet hold; capacity about 65,000 bushels of wheat. In this connection it may be stated that the next move of the new Milwaukee steamship company will probably be to build consorts of large carrying capacity for the R. P. Flower and the steamer now well along in Cleveland.

A Sheboygan dispatch says the bow of the sunken steamship Selah Chamberlain has been raised seven feet and swung out of its original bed. It was lowered again to permit four chains being placed under the stern, when lifts will be made on both ends.

Captain Sam Neff has purchased the steambarge Mary Gross for $10,000.

The steambarge M. F. Butters arrived with Captain Cooney and crew of the large scow Toboggan, which capsized and sunk twenty miles off this port. She had 350,000 feet of lumber and timber on deck and 2,000 barrels of salt bound for this port. A leak and heavy deck load caused her to capsize. The crew escaped in a yawl. The Toboggan was built last winter and cost $15,000.

The large steam scow, Hunter, filled through her siphon and capsized bottom side up in the river Monday, dumping all her cargo.

Tuesday afternoon some boys discovered a man lying in the shallow water just north of the iron ore docks at Escanaba. They helped him ashore, but before medical assistant could be summoned he sank down and died. Soon after the dead man was identified as Captain H. W. Thompson, the veteran master of the steamer Minnesota. It is supposed he fell into the water while suffering from a fit of apoplexy. Captain Henry Thompson, was about fifty years of age, and leaves a wife and two daughters, who were with him this trip. Captain Thompson was one of the best known vessel masters on the lakes, and sailed out of Milwaukee for over twenty years. The first boat he sailed was the propeller Cushman, which blew up in Buffalo river early in the seventies, killing several of the passengers and crew. He was thrown from the pilot house to the deck and severally injured. He afterwards sailed the propeller St. Paul, of Ward's line, and later he was in the propeller Lac Labelle and sailed her when she foundered and drowned several passengers off Racine. He did not leave the deck until the water was up to his neck. Then he embarked in a small boat, and was cast upon the beach at Kenosha. He afterwards sailed the Forest City; then bought and sailed the scow L. May Guthrie until he went into the Inter-Ocean line.

Wolf & Davidson's new steambarge, building at Milwaukee, will be ready to launch the first week in August. She will cost $160,000, and it is estimated that she will carry 100,000 bushels of corn. As soon as she is off the stocks the keel will be laid for the exact duplicate of her.

Mr. Wolf was in Chicago Tuesday looking after his drydock interest here. He says his company intend making repairs on the Chicago drydock, but it is possible that nothing will be done, as it is reported that the Chicago & Alton railroad company is trying to purchase the property.

Captain James Butler, superintendent of Wolf & Davidson's shipyard, and one of the best known vessel builders on the lakes, attempted suicide Sunday by cutting his throat, his two wrists, and stabbing himself three times in the side. He used a small pocket knife. The timely arrival of a physician saved his life, and he will probably recover. Excessive drinking was the cause. Captain Butler at one time owned a shipyard at Manitowoc, where he built the

(Continued on 6th page.)

THE RELIEF OF SEAMEN BY PENSIONS, ETC.

Under this head ex-Commissioner Patten, in his late report, makes the following interesting remarks which, at this time when the subject of rendering sea life more popular by means of naval reserves and other plans, are especially worthy of attention:

One of the methods of rendering a sea life popular, and thereby increasing the number of those who follow the sea for a livelihood, is to provide for the sailor in his old age, or in case of disability or sickness.

The natural love for adventure inherent in youth makes the sea life attractive to many of that class, and they may not care so much for these bounties, but such benevolent provisions are doubtless an inducement for the sailor to continue his perilous vocation, after once having commenced it, by adding to his sense of security. They also have the effect to bind him to the flag under which he sails with a more settled attachment than is otherwise the case.

The life of the sailor is necessarily one of hardship and danger. No class stands in greater need of provision against the infirmities of old age. No set of men are so improvident and careless about the future, and therefore so illy prepared to originate and organize a system on a scale extensive enough to provide for their own relief. Hence it has been thought proper in most maritime countries that the government establish and conduct pension and hospital funds—some self-supporting and others partly gratuitous in their character. It may be proper to mention here the features of some of these charitable establishments. The institution of the *Invalides de la Marine* in France was introduced by the great Colbert in 1673. Perhaps no greater proof of his foresight is now apparent. It was reorganized in 1791, after a trial of over a century, and in 1793 was annexed by the government of the revolution to the treasury, where it remained until the restoration in 1816, when it was placed under the direction of the *Ministere de la Marine*. Although Bonaparte confiscated a part of its capital, it had in 1850 a funded investment of over 90,000,000 francs. The establishment has grown to such dimensions that it is now divided into three separate branches—*La Caisse des Prises*, *La Caisse des Gens de Mer*, and *La Caisse des Invalides*, which last is charged with payment of pensions and relief to mariners in both the national and mercantile navies. The funds for the disbursement of the *Caisse des Invalides* are derived from an endowment from the state of *rentes immobiliere*, bearing 5 per cent interest, producing a revenue of from four to five million francs, and a revenue of about three and a half million francs from contributions and charges, and a considerable amount included in the annual appropriations, making altogether a total of about eight millions annual receipts, which is applicable for the relief of mariners of all classes. Forty officers are employed at the different ports to collect the revenue of the *Caisse des Invalides*, to advance the families of absent seamen the quota of their pay, and to liquidate the payment of all pensions inscribed within their districts at stated periods.

No complaints have been made of the management of the *Caisse*, and it is presumed that it is a great benefit to those interested.

After a certain period of service, regulated by law and *ordonnance* from time to time, every officer and sailor in the naval or commercial service is entitled to a pension from the *Caisse des Invalides*, a moiety of which goes to their widows and children, and, under certain circumstances, is sometimes enjoyed by their aged parents. The principal condition is service in the French navy. Every French seaman between the ages of 25 and 50 years is entered on the state register, and no man can go up for examination for the grade of mate or master until he has served a year and one day in some vessel of the French navy.

Mariners who have attained the age of 50 become entitled to pensions after their names have been borne on articles of French vessels twenty-five years. Captains who have been in command five years, out of twenty-five actual service in the foreign trade (*au long cours*), receive a *demi-solde* of 580 francs per annum, paid quarterly. At the age of 60 they receive 60 francs additional. Captains' widows, during their widowhood, receive half the pension of their husbands, and widows' children, up to 10 years, receive 3 francs per month. Seamen who have had twenty-five years' service (*mixte*), partly in the navy and partly in the merchant marine, are, after 45 years of age, entitled to a pension, or half pension, regulated by classes according to their pay in the navy:

First class, 36 francs; 10 francs pension per month.

Second class, 33 francs; 10 francs pension per month.

Third class, 24 francs; 8 francs pension per month.

When the men of either class reach the age of 60, 6 francs per month additional is allowed.

The pensions, though small, are considered a great help, and have had the effect of making the system of maritime inscription, which has been brought to great perfection, both honorable and popular. Over 150,000 men, between the ages of 18 and 50 are now borne upon its rolls. Fishermen and all other followers of the sea are embraced in the inscription.

The French, from their inability to cope with the English, have borne the general reputation of making indifferent sailors, but those living along the north coast of France must be acknowledged to form a remarkable exception. A British consul, in his report, has spoken in great praise of the hardy fishermen of Breton as a race of sailors of whom France may justly be proud:

Austere in their faith, full of trust in Providence, dauntless in danger, patient in suffering, bearing deep love, but also profound hate, ever ready to lay down their lives when duty or affection requires, they form a striking light to the shades often found in other classes of the French population.

The institution for the relief of invalid seamen, in France, embraces those in both the national and mercantile navies. It is maintained by contributions amounting to at least 3 per cent of the wages earned by those engaged in the service, and the revenue arising from these contributions and from interest on the funded capital now amounts to $1,500,000 per annum.

In Greece there is established a pension fund for merchant seamen, supported by the payment of 2 drachmas per month from seamen, and 3 drachmas per month from masters. The contributors have to pay for twenty years before being entitled to receive any pension. All seamen having served twenty years in the Greek marine, if infirm or disabled, receive 20 drachmas per month, and masters 30 drachmas per month from the fund.

In Norway, which now stands the third among maritime nations in point of tonnage, regulations have been established providing pensions for seamen in every seaport town and district, by means of independent charitable institutions, called "establishments for the support and relief of distressed seamen, their widows and children." The law provides for a registrar, whose duty it is to superintend the engagement of seamen for foreign voyages and make it obligatory that articles of agreement be signed in his presence before any vessel can clear at the custom house, it being the duty of the master, with the whole crew, to appear before the registrar for that purpose. That officer then explains to the men the nature of the contract, and gives a printed copy of the laws and regulations to the master for his guidance. A *pro rata* contribution from each man's wages is agreed upon, which, on completion of the voyage, is deducted by the master and paid to the registrar, who deposits it with the cashier of the institution. Should any seaman be engaged who does not belong to the port of sailing, the amount of the contribution is remitted to the cashier of the institution where the sailor is registered. When the voyage is ended, the master has to appear before the registrar with his crew, if they are to be discharged. The plan of separate registering districts is of comparatively recent existence, formerly there being a general fund for the entire country. This was divided among the separate districts, and has been found to work better in keeping the men attached to their homes. In the port of Christiania the seamen make a voluntary contribution of one shilling from every dollar earned.

Institutions of a similar character exist in Sweden and Holland. In fact, there are few maritime countries in which there is not some law making it obligatory on seamen to contribute a portion of their wages to a fund for their own benefit.

In Holland the "seamen's hope society," established for their benefit, is supported by the contributions of mariners, and is said to be an admirably designed institution. A contributor, to this society, when he engages to serve under any other flag but that of Holland, forfeits all claim to relief for himself, his wife, or children, which seems a hardship in view of the uncertainty of always securing employment in Dutch vessels, as he would be bound to refuse to serve on a foreign vessel, though needing a crew.

In Sweden the contributions of the seamen are aided by a tax on tonnage. The system adopted for their relief is said to be perfect.

In England there was formerly a merchant seamen's fund established by act of parliament, in 1747, in compliance with a petition to that body from the seamen of the country, in pursuance of which one shilling per month was stopped from the pay of each man. The object was to provide for aged and disabled mariners, their widows and orphans. The government undertook the management of the fund, but its administration was intrusted to a local committee at each port. No general system was framed and no regular audit of accounts provided, in consequence of which confusion and jobbery are said to have worked into the accounts, resulting in financial difficulty. At some ports pensions as high as ten or twelve pounds were paid, and at others only two or three pounds. In consequence of these discrepancies discontent and trouble arose, and the fund becoming bankrupt, the act creating it was repealed in 1851, and the affairs of the committees which had administered the fund were settled up at the public expense.

The principle adopted in the new arrangement was to take all the assets and pay existing claims to pensions. After over thirty years the process was nearly completed at a cost to the country of upwards of £1,000,000. But as the act of 1851 had left it optional with seamen to pay their subscriptions in support of the fund, it was found that only about one-twelfth of the men continued to contribute, showing that they had little faith in the project, and the merchant seamen's fund was wound up because it had become insolvent. It is believed, however, by most persons familiar with the character of seamen, that in order to make such a fund self-supporting, the contributions must be compulsory. Mr. Lindsey, who begun his life as a sailor before the mast, and advanced to the command of a ship, and ultimately rose to be a large shipowner and member of parliament, prominent for his acquaintance with all questions on shipping, said that any fund based on the voluntary principle would be a failure, as not one-third, and perhaps not even a sixth of the seamen would subscribe to it. They would admit that it was a boon, but they would think no further about it. When paid their wages they would demand the last penny. Besides, voluntary contributions in the higher orders of society had signally failed of their purpose.

In the United States the framers of the early navigation laws were not unmindful of our seamen. The act of July 16, 1798, authorized the president to receive donations of real and personal property for the erection and support of hospitals for sick and disabled seamen. Based upon this statute other institutions for their relief have been founded, and contributions for their support have been drawn from seamen's wages. By an act of 1811 the collection from seamen's wages for this purpose was fixed at 20 cents a month, but the amount raised from the assessment not being adequate to the support of the number of hospitals needed the rate was subsequently doubled. But the act of June 26, 1884, abolished the further collection of these dues from seamen, and provided that the marine hospital service should be maintained out of the fund collected from the assessment of the tonnage tax.

It is questionable, in view of the benefits that might be derived from a pension fund, whether, instead of abolishing these compulsory contributions, it would not have been better to have continued them and applied the proceeds to that purpose.

The payment of 30 cents per month would, it is believed, bring in a sufficient sum to found a pension fund for the seamen of the merchant marine of the United States, which would not be objected to by sailors if, by so doing, they were insured therefrom against the disasters to which they are exposed, loss of health, or the infirmities of old age.

At some of our ports there are private asylums for the support of sick and aged seamen. "The sailors' snug harbor," on Staten Island, New York, is an example, and probably the wealthiest and oldest establishment of the kind. The history of this institution may be given in a few words. In the year 1801, Captain Robert Richard Randall, of New York, bequeathed the major part of his property located in or near that city in trust to the chancellor of the state of New York, the mayor and recorder of the city of New York, the president of the chamber of commerce, the president and vice president of the marine society, the senior minister of the Episcopal church, and the senior minister of the Presbyterian church, all of the same city, to erect and build upon some eligible part of the land where he resided an asylum or marine hospital, to be called "The sailors' snug habor," for the purpose of maintaining and supporting aged, decrepit, and worn-out sailors.

The principal conditions of admission to the benefits of the "Harbor" are that the applicant shall have been a sailor for at least five years under the flag of the United States, either in the merchant or naval service, and that he has not the adequate means of self support, either from labor or other sources, and is free from any contagious diseases.

In reflecting upon the necessity of providing for aged and destitute seamen, and upon the many good results of private donations and bequests of benevolent men and women who have become interested to aid the distressed by founding homes and asylums, I can not but consider how much more efficient would be these efforts if they had even the moral support of the government.

Few as they are in number at present, and circumscribed as most of them must be by lack of funds, they have endeavored to do good to sea faring men. Some of them, indeed, have been eminently useful, and it is to promote the usefulness of the system that has led to the proposition that the government should exercise an efficient control and extend its scope as the collections are made.

And if congress, from sympathy with the cause and intention to permanently benefit and encourage our seamen, should by legislation adopt these methods, I think I shall be safe in saying, and the result will bear me out, that while the older of the present generation of sailors may have the more immediate fear of approaching privation and suffering lifted from them, a door will be opened for the entry of an educated and superior class of adventurous youth who love the sea, and knowing that the government is interested in them, resolve to commence life in the only way to learn practical seamanship, and with hopes, likely to be verified, of achieving the highest honors of success.

HEROISM ON THE LAKES.

At the time the steamer Champion caught fire the Racine was lying alongside the pier at Smithson's mill, six miles from Charlevoix. Captain Hanson woke up, saw the burning steamer, and sent part of his crew in a yawl to rescue the perishing passengers. With the remainder of his crew he ran down the beach to an old fishboat, launched it, and started for the wreck. The boat had not been used for a long time and leaked like a basket. Two men, bailing every minute, could hardly keep it afloat. When about half way out to the Champlain Captain Hanson came across a young woman who was swimming toward shore with a child. This was Miss Mary Wakefield of Charlevoix. She had jumped overboard from the burning steamer with the six year old daughter of Captain Kehoe clasped in her arms. Grasping a broken fender she clung to it, and seizing the clothing of the child in her teeth she bravely swam ashore. Captain Hanson says she is the pluckiest woman he ever saw in his life. When he started to take her and the child into his boat she told him to hurry away to the others, as she could take care of herself. She reached shore in safety, and when another of the shipwrecked passengers was taken from the boat in an almost frozen condition and laid upon the beach she took off her flannel underskirt and wrapped it around him. There is a young woman that will make some man a good wife. When Captain Hanson reached the wreck the Racine's yawl had picked up fifteen persons. He saved six more, and seventeen floated ashore by the aid of planks and life preservers. A commercial traveler from Grand Rapids was picked up alive, but died from exhaustion. Captain Hanson thinks now that if he had set the man at work bailing out the boat he would have lived. The engineer of the Champlain was terribly burned. Among the bodies picked up by Captain Hanson was that of Mrs. Ella Cooper Smith, daughter of the proprietor of the Fountain Hotel at Charlevoix. She was found floating on the surface of the lake. The position of her life preserver shows that she had worked it down so as to keep as much of her body as possible out of the ice water. Becoming benumbed and fatigued her head had fallen over until it was submerged and she drowned. In speaking of Captain Casey Captain Hanson said he never knew what courage in a man meant until he witnessed the heroic fortitude displayed by the brave commander of the Champlain.

STEAMER J. C. GILCHRIST.

Steamship J. C. Gilchrist under construction at Craig & Sons yard, Trenton, Mich., will be the largest vessel ever launched from that yard. She will have a carrying capacity of 85,000 bushels of grain, or 2,100 tons of ore. The measurements of the steamer are 255 feet keel, 272 feet over all, 40 feet 8 inches beam, and 24 feet molded hold. She is to be iron strapped throughout, and double iron strapped for about sixty feet forward of her machinery, where she should have the greatest strength. Two steel cords will be put around the top of her frames.

Her power will be a triple expansion engine, cylinders 18, 30 and 48 inches with a 40 inch stroke, and two Scotch boilers 12x12 feet. Boilers and engine are being built by S. F. Hodge & Company, of Detroit. She will carry four masts and be fitted out with the latest improvements in the way of steam steering gear, Providence steam windlass, etc.

The cost to her owners, Captain J. C. Gilchrist, of this port, F. W. Gilchrist of Alpena, and Messrs. Gelcher and Schook, of Sandusky, will be about $115,000. The last named gentlemen took it upon themselves to christen the new ship, and named her for their long time partner and Cleveland's well known vessel man, Captain J. C. Gilchrist. It was hoped to keep the matter of her name quietly stowed away until about the time she was launched next September, but the effort seems to have sprung a leak at Detroit.

Great pains is being taken with the building of the new boat, not only to give her superior strength but to make her the peer of anything on the lakes in the beauty of her lines.

She will be run in the coal, ore, and grain trade, same as other vessels belonging to the same owners. Captain L. H. Weeks, of Vermillion, will command her, and is now on the grounds superintending her construction.

VESSEL OWNERS AND AGENTS.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST.,

Room 27. Cleveland, Ohio.

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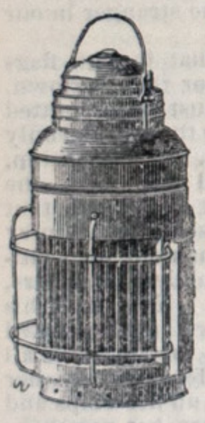

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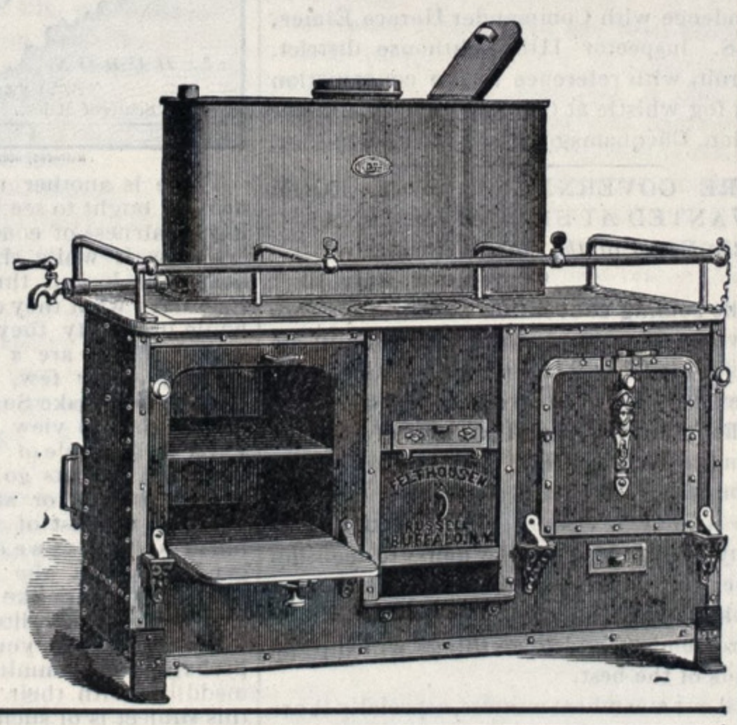

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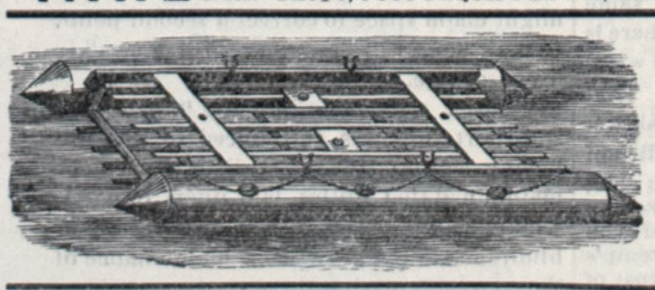

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A. A. POMEROY, EDITOR AND PROP'.

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

TERMS OF SUBSCRIPTION:
One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JULY 14.

ST. MARY'S CONVENTION.

There is no subject fraught with so much importance to lake men at this time as the convention which will assemble at Sault ste Marie next Wednesday, the 20th inst. The purpose of the convention is to take measures to urge upon congress the necessity of immediate provision for a new and enlarged lock. In another column of this issue will be found a communication relative to this matter, which directs attention to a new phase, that of the necessity for increased dock room. All steamboat masters will bear us out in saying that next to enlarged facilities for the passage of vessels the question of adequate dock room for the up-bound fleet should engage the attention of the gentlemen of the convention. As the article referred to, and which is written by a well known steamboat man, says, there is not room at any of the docks for more than two vessels of ordinary size, and if others are moored alongside, the channel is blocked so that it is very difficult for anything coming down to get past without danger of doing damage. There are several pieces of property lining the canal which can and should be acquired by the United States for the purpose referred to, Tremp's and Kemp's docks and the entire front of Fort Brady. This would give to the vessels trading through the Sault conveniences which are known to be necessary, without cost.

It is unnecessary to say in this article that the traffic through the St. Mary's canal is of magnificent proportions and rivals that of the Suez canal, which accommodates the traffic of Europe, Asia and Africa. Such is the case, however. The tonnage of lake vessels is growing rapidly, and the number of passages this season has been much larger than ever before. These facts are evidence that the Sault canal problem will not stand much tinkering, but deserves the immediate attention of congress and no obstructive measure should have a moment's consideration until adequate provisions are made for the new lock.

The St. Mary's canal is the key to lake navigation; the country of the northwest is fertile, the ore mines are prolific, the agricultural grounds teeming with produce, and the inhabitants who people the vast region tributary to Lake Superior full of enterprise and courage.

Should any accident happen to the present government works at the Sault a blockade would result that would cause untold disaster and loss to the commerce of the country. It is, therefore, necessary that provisions be made against such a fatal evil and appropriation of sufficient funds reached to construct a new canal without delay. But, while urging upon congress the necessity of pushing the new work with vigor, we must not lose sight of the imperative necessity of increased dock room or room to accommodate the increasing volume of vessels at dock, waiting for turn to be locked through. The new lock is in a measure assured. While this is true, we do not know that sufficient funds will be provided at once to push along the work with the rapidity that is desired. The Canadian government, after deciding to build a canal, placed in the hands of the constructors a sum that is calculated to complete it. This policy should be adopted by our country. A great national work of this kind should not be dependent on a niggardly supply of funds. Multiplied statistics show the importance of the improvement, and multiplied tonnage will bear us out in asking for dock room below the canal to accommodate vessels waiting for lockage.

We are in possession of the following list of accredited delegates, kindly furnished by Frances Almy, secretary of the Lake Carrier's Association, and trust that each and every one will give this question due consideration.

Duluth Chamber of Commerce—Wm. F. Phelps secretary, O. P. Stearns, Wm. H. Burke, A. N. Seip, C. A. Lonsberry.

Duluth Board of Trade—Col. C. H. Graves, F. S. Daggett, G. G. Barnum, R. S. Munger, A. T. Whiteman.

St. Paul Chamber of Commerce—Russell Blakely, D. D. Merrill, C. H. Lienan, Peter Berkey, R. B. Wheeler.

St. Paul Jobbers' Union—W. B. Dean and others.

Minneapolis Jobbers' Association—Geo. M. Taylor, J. T. Wyman, B. F. Semple.

New York Chamber of Commerce—Wm. B. Lyon, A. Foster Higgins, General Clinton B. Fisk, A. S. Barnes, James Talcott.

New York Board of Trade and Transportation—G. Waldo Smith.

Buffalo Merchants' Exchange—Wm. Thurstone, secretary, and others.

Cleveland Board of Trade—Hon. Amos Townsend, Hon. C. B. Lockwood, M. B. Clark, Major C. L. Overman, G. H. Lewis.

Cleveland Vessel Owners' Association—Thos. Wilson (manager L. C. A.), W. B. Guyes, B. L. Pennington, W. C. Richardson, J. T. Hutchinson, John W. Moore, H. D. Goulder.

THE Lake Carriers' Association is in correspondence with Commander Horace Elmer, U. S. inspector 11th lighthouse district, Detroit, with reference to the construction of a fog whistle at the Lapointe lighthouse station, Chequamagon Point, Lake Superior.

MORE GOVERNMENT DOCK ROOM WANTED AT ST. MARY'S CANAL.

To the Editor of the Marine Record:

CLEVELAND, July 12.

The coming convention of our representative vessel owners, to be held at Sault ste Marie July 20, will be a meeting of very great interest to all who are concerned in lake traffic. The wonderful increase of tonnage through the Sault river and the means to accommodate it is a matter about as intricate as our revenue. The wants are so many that it may not be amiss to mention some that strike us. Our committee may think of them, but they will have so much to remember, and some things will slip the minds of the best.

All our steamboat masters, especially those who tow consorts, have had, in the last two years, at times, close shaves in getting their steamboat and tows to a dock. The docks, at both ends of the canal, are alike. There is not room enough to take care of the fleets that are bound to accumulate, especially in a river where the boats do not run at night time. Coming up the river we have seen a large fleet waiting for daylight in Mud lake. They start about the same time, and get to the Sault together. There is no dock room there for them to lay to without jamming right into the lock-gate. That impedes quick work, and of course makes it worse. Even then there is not sufficient room. Below the lock, on the south side, there is only room enough for two vessels in length; put two outside of these and you have four. Right on the corner is Tremp's dock, and shutes, old affairs that a gust of wind might tumble over. If a boat touches the dock or shutes you must pay; in fact, quite a good revenue is gotten out of this dock, as Mr. Winslow, owner of the steamer Wocoken, Mr. Jas. Davidson, and some others, can testify. Below Mr. Tremp's is Mr. George Kemp's dock, where the line boats stop; then comes the government property, Fort Brady, with its boulders and shoals; sticking out below are the coal docks of Mr. Kemp and others. This is the place where the line boats should stop, and the government property with Kemp's and Tremp's ought to be reserved for canal uses. In the five years that will intervene before the new lock, now building, is completed, there must be some place for our boats to stop or all will be confusion and nothing will be done while they are getting straightened out and clearing up wrecks. True, the north pier is the length of three boats. The pier is occupied with some boats waiting; piles are all full on both sides; a tow of steamers and two consorts are coming up; the wind is southeast, fresh; consorts can't stop; result, there is a collision. Who is to blame? The master of course.

Through the night boats come in from the upper end, for now there are ranges, etc. If there was room below the lock, lock tenders could work and get the jam cleared up a little, but there is no room for boats to lay up, so they have to quit locking down; then they accumulate at the upper end, and both sides are full, spiles are engaged, probably a couple on the shoal spots. One of these is right at the entrance of the narrow water, a dangerous place, for if the pier is full and the wind northwest, fresh, the current is very strong; vessels, bound out, are taking up all the room on the north side, and the south side is all filled, too; a large steamer comes down with a consort, perhaps two of them, the wind, and the current which is running three miles an hour, make them move rapidly; water is shoal, back bottom, can't let go anchor to stop them, they won't steer in the current where the water is so shoal and the only thing that can prevent a collision is fate, good luck; man has no power. These circumstances occur just as we have put it, and in the near future with the wonderful growth of business the blockade will be worse than ever, and unless something is done to give dock room for our boats which the situation and business demands, we will be up a stump in less than one year.

There is another matter that all vessel owners ought to see to. The, to us, seeming unfairness of compelling freight steamers to wait while six or eight passenger boats are locked through, simply because they have what they call a passenger license while in reality they are freight boats like ours. There are a few passenger boats, certainly, very few, but passengers, when they go on a Lake Superior trip would only be too glad to view the scenery about the Falls for a couple of hours. Then, the season when tourists go up in that country is very short, two or at most three months, while all the rest of the time we suffer unfairness because we don't have this passenger license that the Jay Gould, Roanoke, and many others like them have.

Perhaps, Mr. Editor, we have taken up too much room in your valuable paper, and, perhaps, our committee will think we are meddling with their particular affairs, but this subject is of such vital interest to us all that we hope to be excused. M.

THE LATE SHIPPING CONVENTION.

[A Correction]

To the Editor of the Marine Record:

BUFFALO, July 8.

I see that one of the points made by the writer, in his address before the late shipping convention at Chicago, has been misreported to the MARINE RECORD. And I might claim space to correct a second point, to-wit: That I "raised high tariff issues" in my discourse.

What I said regarding the "tariff" and transportation was introduced by the following words: "Now, while it is not to be maintained that duties laid upon imports, whether high or low, are of special help or hindrance to the growth or maintenance of the merchant marine, there are some striking facts in the history of American commerce and navigation that are worthy of consideration. The highest per centage of American trade and transportation (with foreign countries), conducted since statistics have been kept (1821), was in the years 1825 and 1826. Then the tariff was higher than it has ever been, even during or since the late war. Shipbuilding was highly prosperous then, and 45 per cent of our entire marine was employed in the foreign trade. And then 95 per cent of imports and 90 per cent of exports were carried in American bottoms."

And I showed that then American shipowners and American merchants had as full protection as manufacturers or other classes. But free traders never weary of alleging that a "high tariff" is certain to injure, and has just about killed American transportation to and from foreign countries. This averment is right into the teeth of history, for it can be shown by statistics that every tariff reduction, save only one little one in 1879, has benefitted foreign merchants and foreign ships vastly more than our own. For instance, in the next year after the reduction of tariff in 1846, there was a small increase of business—about 12½ per cent—for American merchants and their ships, but the business of foreign merchants and their ships increased 107 per cent! On the other hand, the downward course of American transportation from 1828, but especially from 1830, when all protection was removed, was fairly arrested under the action of the tariff of 1842. We gained from 77.1 per cent of American transportation in 1843, to 81.7 per cent in 1846, and under the action of the reduced tariff of 1846 we lost from 81.7 per cent to 71.1 per cent in one year.

The RECORD has not space, and I have not time fully to show the futility of attempting to prove from history that a "high tariff," or any tariff at all, is hurtful to American transportation. Free traders can make out nothing for their cause from the history of American navigation. On the contrary, it can be pointed out that, following the several reductions of the tariff, there have been the following aggregate losses of percentages of transportation, in the first year of reduction:

	Per cent.
On imports in American vessels	32.0
On exports in American vessels	21.9
On total movement in American ships	26.6

The truth of the matter is just this: Reductions of our tariff have always been of advantage to the commerce and navigation of foreign nations, but never of permanent or corresponding benefit to the United States. What we need is protection in securing employment of vessels in our own trade, be the tariff high or low.

As to the mis-reporting of the point first alluded to, I will give you the words as delivered in the convention:

"It is a groveling and contemptible view that only the comparatively few who build, equip and run vessels for the purpose of private gain have any interest in the success or failure of shipbuilding navigation, and ocean trade. Yet there are those who think it is cunning to see nothing but evil and corruption where the 'few' really work out the salvation of the many. The vital importance of a growing, prosperous and ascendant marine is really to the whole country; to every state, inland, or seaboard; to the entire body of the nation, and not merely to the skilled, the hardy and adventurous 'few' who live by the building and the using of ships. For, what is a ship? And why is she the indispensable requirement—the very thing needful for a maritime nation? Sir, a sea-girt state must stand, one foot on the sea, the other on the land; every ship she builds widens her domain; every ship she owns nets a public gain; every flag apeak signals national power; every man employed makes the state secure. Nations that can not build their ships can not bridge the seas, carry on their trade, or meet their enemies. Without the naval power acquired from merchant fleets, we must pay our homage to the stranger in our streets.

It matters not, if true, that foreign flags can build and carry cheaper than our own. No miserable economy must be permitted to smash, sink and destroy the real and only means of maritime defence. Statesmanship, and not economy, should deal with the question of ships. But it is not true that foreign nations can or do serve the country with greater advantage than our own citizens can and do, as shipbuilders, mariners, engineers, and merchants. Yet, it is this miserable fiction that has well nigh wrecked our naval power. Great Britain, with all her wealth, could not afford to buy her ships abroad; nor to give up her ships and hire foreign vessels to carry her merchandise to and from all parts of the world. Nor would she do it. Right well that nation knows that ships are engines of war no less than tools of trade; not only gun carriages, but ramparts and fortresses; not only outlying parts of the national domain, but the outworks, fortifications, and champions of the nation. Shipbuilding and navigation are classed with the military sciences. Their constant practice prepares a maritime country to defend its rights, to preserve its freedom, and maintain its rank. Without shipwrights and seamen, and ships of our own, we are shorn of naval power. For the United States, with all our advantages of skill and matter, with all our past prestige and future possibilities, it should be a spectacle of shame and dishonor, to look on and do noting to restore the might of our merchant marine. A great British statesman has said: "To cast away shame and dishonor is the first business of a great nation."

But, Mr. Editor, that we are not a "great nation" and have no "first business" seems to be the position of the enemies of the American ship. Yours truly,

WM. W. BATES.

The steamer Columbia was struck by a cyclone off Presque Isle, Lake Huron, at 3 p. m. Friday, breaking her main mast head above the trustle trees and shattering the main topmast into four pieces. The mizzen topmast was also broken and the mainsail badly used up. The squall seemed to pass over the center of the steamer as an old foresail was not damaged any. It was all done in about one minute and then it was calm again.

LAUNCH OF THE OWEGO.

The mammoth steamship of the lakes, the OWEGO, was launched from the yard of the Union Drydock Co. Buffalo last Thursday at 5:40 p. m. The usual number of witnesses were on hand and, with the exception of a stoppage on the ways, caused by a balky block everything went off in good shape. The new steel steamship will trade to Chicago, and possibly Duluth in the grain trade.

As we have said the OWEGO is the largest steamboat on the lakes and is expected to give us a prestige that can not be overcome by any ocean steamboat built in the United States this year.

The OWEGO will have the best fit-out that can be given her, included in which will be the Providence steam windlass and capstan and the Felthousen & Russell signal lamps and ranges.

The vessel afloat without her upper works or machinery draws about five feet of water on the average. She weighs even now about 1,400 tons, 200 tons more than the Susquehanna did, and will weigh about 2,200 tons when finished. She is owned by the Union steamboat company and will run in the Chicago trade. When complete she will cost about $300,000. Her construction has, since the retirement of Captain M. M. Drake, been in charge of Mr. W. I. Babcock, and she will be commanded by Captain Samuel Shannon, with Fred Rehbaum as chief engineer.

The plans were drawn by Mr. George B. Mallory, of New York, who designed the Susquehanna. Mr. Mallory has furnished the following technical description of her.

The Owego is a three-deck steamship, with hull of steel, propelled by a triple expansion, inverted vertical, direct acting, jet-condensing three cylinder, compound engine. On the upper deck are the houses for officers and crew, steering gear, galley, storeroom, mess rooms, and ice houses. Metal inclosures surround the hatches, engine, boilers, and companion ways, to the forecastle. At the bow and stern are solid bulwarks of steel with open rail between. She is rigged as a fore-and-aft schooner, two masts with foresail, mainsail, fore staysail, main staysail, and fore topmast staysail. One funnel or smoke pipe is located about amidship. A donkey boiler is placed on the upper deck abaft funnel, and fitted to work cargo, winches, steering gear, and pumps. The upper deck is of steel with wood covering. The pilot house is located above the captain's room. The interior of the pilot house, captain's offices, and mess rooms are finished with mahogany, highly polished.

The second or main deck is of steel, unsheathed, and clear between end bulkheads, excepting machinery, inclosures. The between decks are eight feet six inches in height, well lighted with 40 side lights and fitted with five large double hatches and ten gangways, for handling cargo. The lower hold is subdivided by six water tight bulkheads, forming four cargo holds, the machinery and boiler spaces and two collision spaces. The forward or collision bulkhead extends to the upper deck, forming a forecastle on the main deck, in which is placed the steam windlass. Three of the cargo holds have a third or orlop deck. The ship is fitted with double bottom three feet deep, forming a ballast tank of about 800 tons capacity. The ship is designed to carry 2,800 tons of cargo and fuel on 15 feet 6 inches draught of water, and with this load to steam 14 knots or 16 miles per hour. The following are her principal dimensions: Length over all 357 feet, between perpendiculars 326 feet, depth moulded at lowest point 25 feet 6 inches, beam moulded 41 feet. The hull is entirely of steel, excepting a few iron parts of the internal inclosures about engines and boilers. The engines are to work under a boiler pressure of 160 pounds.

The cylinders are 28 inches, 42½ inches and 72 inches diameter, and 54 inches stroke. These engines are managed from the lower engine room from the level of the shaft. Steam will be supplied by six boilers, each 11½ feet long.

The fire room runs fore-and-aft between the two sets of boilers, which face each other; each boiler has two furnaces 39 inches in diameter, grate bars six feet long, making about 240 square feet of grate surface. These furnaces are those known as the Fox patent corrugated, imported from England, and are the first of the kind on the lakes. The shell plates of these boilers are 15-16ths of an inch thick, built with hydraulic machinery, and all holes drilled in place. The fire and engine rooms are unusually well ventilated.

HARBOR IMPROVEMENTS.

Good progress is being made in the way of harbor improvement at all the ports on this lake. During the past week note has been made of the work undertaken at Buffalo, and mention is made below of what is being done at Cleveland and other ports. Toledo is the only port on the south shore of Lake Erie that has thus far had a somewhat gloomy outlook as to progress of this sort this season, but even here the clouds begin to lift, and bid fair to be well cleared away by the end of this week. Bids will again be opened on Thursday for the straight channel work, and there is very little doubt that a very satisfactory contract will be made this time. About 800,000 cubic yards are to be removed in straightening the channel, and it is estimated that if a satisfactory letting can be made this week about 450,000 cubic feet will be removed before the close of navigation this year.

At this port the Messrs. J. A. and L. P. Smith will soon make a liberal showing of work done on the new east arm of the breakwater. The stone foundation for about 1,200 feet of that structure is now in and the work of building cribs is rapidly progressing. New machinery for the construction of the latter has been purchased and set up, and was set in motion last Tuesday. The work of building cribs has thus far been delayed by waiting for this new machinery, but now that everything is in running order it is thought that at least ten cribs will be completed and placed by the end of August. On this basis it is estimated also that twenty-six cribs will be in line when navigation closes this fall. It is possible, also, that a portion of the superstructure will be built this fall.

Mr. Horton, the contractor for the parapet on the old breakwater, is reported by Major L. C. Overman, United States engineer at this port, as making good progress, and about 1,000 feet of this addition to the old structure will be completed this fall.

Messrs. Carkin, Stickney & Cram are pushing along the excavation work at Ashtabula. They have purchased a new dredge built expressly for the work, and it is estimated that about 10,000 yards of shale rock will be removed from the bottom of the channel by September 1. This done, that harbor will have a channel 160 feet wide with a depth of eighteen feet of water on the outer bar. Between the piers there will be a channel varying in width from eighty to 100 feet, with a depth of seventeen feet of water. More work could have been done at Ashtabula this year, but this is all that can be done with present available funds.

Messrs. Kerr, Stang & Gilmore are pushing along the work of pier extension at Fairport. Two hundred feet of pier is to be built, and probably will be completed by the end of August. Messrs Carkin, Stickney, and Cram are dredging on the outer bar at Sandusky. At Black river or Lorain piers are being repaired and will be completed by the middle of this month. Small repairs are also being made at Port Clinton.

M. E. B. A.

Chief Engineer Henry G. Payne, of Buffalo, late of the Nebraska, has resigned to take charge of the passenger steamer City of Traverse. Henry is an expert and will make a gallant officer of a passenger steamer. Mr. Payne was national president in 1886.

Mr. Thomas H. Nelson, who was national president in 1882, is now in Troy, N. Y., in the interest of the Heine safety boiler company, of which he is chief engineer. Quite likely Mr. Nelson, will visit Nos. 50 56 and 57, before he returns to St. Louis.

The organizing of No. 59, Boston, is a big thing, for Boston was one of the earlier cities to wheel into line, No. 8 having been located there. President Fuller is to be congratulated upon his successful efforts.

D. B. Ramsey, well known in marine engineering circles, has just been elected vice president of stationary engineers association No. 1, of Chicago. A good man in office this time.

The committee on charters have gotten up a magnificent pin emblamatic of the M. E. B. A., and if the brothers want to know anything about it either A. Fuller, 675 Greenwich street, New York, or J. H. Harris, 82 Madison street, can give it. H.

[*Around the Lakes Continued from 1st Page.*

schooner David Vance and other large vessels.

Captain Thomas Duffy died here Saturday, aged 82 years. He sailed to Milwaukee and Chicago fifty years ago. For over fifty years he had been retired from the lakes.

CROSS VILLAGE.

The crew of the schooner Thomas Parsons had a rough experience on Lake Michigan Tuesday. The vessel left Escanaba in tow of the steamer Nashua, bound for Cleveland with a cargo of ore. Soon after passing through Death's Door she sprung aleak, but for a while her own pumps kept pace with the flow. All night the crew stood to the pumps, and when morning came the leak suddenly increased. She filled rapidly, and was fast sinking when Beaver Island was sighted. To keep her from going to bottom she was run ashore on the island, where she now lies with her deck under water. A wrecking expedition has been sent for.

ERIE.

The collector of customs on the 12th fined the master of the steamer R. P. Ranney for not having the tonnage marked on the main beam of his vessel.

EAST SAGINAW.

Special to the Marine Record.

The attraction for people at the river front this week has been the fine steam yacht Peerless, owned by Mr. Harkness, of Cleveland, one of the Standard oil magnates. The Peerless is certainly the finest yacht ever seen in these parts and the crowds that gazed upon her would have done credit to Forepaugh's circus. Captain Wm. Averill is in command and can justly feel proud of his charge.

The tug Peter Smith, is getting to be quite a hustler, having brought seven barges in the river on her last trip.

C. E. Eastman, S. S. Wilhelm and Peter McArthur, have purchased the barge Wm. S. Crosthwaite through Mr. Smith, broker, Buffalo, for a consideration of $10,000. She will for the present tow with the White & Friant, in the lumber trade between Ashland, Escanaba and Buffalo.

The tug Mollie Spencer arrived in the river Saturday, with the Germania as tow. The Spencer is making elegant time and is a smart tug in every sense of the word.

Any one having a steambarge of about 300,000 feet capacity, lumber, and two tow barges from 300 to 500 m. capacity can find a purchaser by addressing H. L. Shaw, this city.

A. A. Pinet, returned from Port Huron, Friday, where he has been inspecting the work of rebuilding the barge Arcturus. She will leave Monday in tow of the Brady for Cheboygan.

Captain J. N. Stewart of the barge Mary Birckhead, was in port Sunday, having just returned from Duluth. Captain John thinks Duluth is about the right place and may at some future day take up his residence there. The Birckhead will remain in the Ohio trade for the ballance of the season.

Mayor Youmans has about completed his contract of dredging at Grand Marais harbor and the U. S. engineers are now on their way up to inspect the work. SHAW.

BAY CITY.

Special to the Marine Record

Henry Lee has fitted up his yacht Sunlight in elegant style. She is a first-class, heavy weather craft, and recently made the run from this city to Bay Port summer resort in two and one-half hours. She will remain at Bay Port during the season.

Captain Wm. Armstrong's steamer Plow Boy did not go to Reservation Beach on Sunday, Captain Armstrong having buried his sister, Mrs. Hammond, of East Saginaw, on Saturday.

The steamer Handy Boy has been placed on Reservation Beach route, in connection with the Plow Boy. The Chas. B. Hull is filling the Handy Boy's place at Saginaw.

Captain N. H. Bruno has signed the Heisterman Isalnd club's route contract, and left for there on Sunday with his craft. If Mr. Bruno is no sharper than the other parties who have been there it stands to reason that he will find more glory than money in the scheme.

The steam yacht Peerless, of Cleveland, with Mr. Harkness, his two sons and a party are in the river. They are making a visit to friends at East Saginaw.

The log barge Wahnapitae takes ties from St. Ignace to Duluth this trip, and a cargo of lumber back to Buffalo, $3.75 per thousand being paid on the lumber.

Tue tug Saugatuck was at Alpena for coal Wednesday. She has a raft of 14,000 telegraph poles. She has been making good time with excellent weather. It was the first raft of telegraph poles ever heard of there, and created considerable interest among lumbering men.

Ben Birdsall, of this city, has sold to A. A. Bigelow, of Chicago, the steambarge White and Friant and barge Parana; the consideration was $40,000 for the former, and $15,000 for the latter.

The steamer Metropolis has commenced her Sunday excursion business to Point Lookout. The first took place Sunday last and was well patronized.

The tug John Nice was laid up at East Tawas Friday night by order of Customs Officer William Dillon. The Fessenden is there and found the tug without inspection papers. Last May Captain Jones paid a fine of $500 under protest. The captain claims he had notified the inspectors some time ago, and received a dispatch that they would be there.

East Saginaw and Bay City water shipments of lumber and shingles are rapidly declining. During the period between the opening of navigation and July 1 the shipments of lumber were 167,706,627 feet this year and 284,794,932 in 1886. This is accounted for by the fact that the rail shipments of lumber from Saginaw are larger this season than ever before in its history. The eleven planing mills of this city have a capacity of about a million feet per day, and they are crowded with orders. The local manufacturers have discovered that there is more money in rehandling and improving their own lumber. There is also more labor and money in it for the city. SHAW.

SAULT STE MARIE.

The national waterway convention, a meeting of those interested in the improvement of the national waterways, will be held at Sault ste Marie, Wednesday, July 20, for the purpose of memorializing congress and selecting representatives to visit Washington the coming winter and present to the river and harbor committee of the house and the committee on commerce of the senate, statistics with accompanying maps, showing the necessity and reasons for larger appropriations to the new lock and Hay Lake channel of St. Mary's river, and such other national works as may be deemed advisable.

The schooner Joseph Paige, in tow of the steambarge New Orleans, coal-laden and up bound, collided with the steambarge Louisiana, bound down, on the 11th inst. From the statement of the captain of the Paige the tows met with proper signals, one whistle, and the Louisiana took a sheer to starboard, running between the two vessels and parting the tow-line. The Paige struck the Louisiana a glancing blow abreast of her pilot house, carrying away part of the house, bridge, and all standing rigging. The Paige lost her entire headgear and knightheads and her poopdeck was lifted forward. Her stem and planking opened, and it was imposible to keep her free without a steam pump. She is discharging her cargo here and will be towed to Port Huron for repairs.

SAND BEACH.

Special to the Marine Record.

Saturday July 9th, the first northwest gale of the season was at hand and caused the following vessels to seek shelter. Steamer Westford and the steamer A. A. Turner and five; tug Peter Smith and six barges R. Martin. The barge City of Mt. Clemens, was loading sand at Point Crescent and was driven away, the seas gave her a bad shaking up and carried her life boat off the cranes and it was with difficulty recovered and stowed on deck. The tugs W. B. Castle, Gen. Burnside and W. A. Rooth also sought shelter from the heaviest of the gale.

LUFF.

LAKE FREIGHTS.

The demand for tonnage continues and rates are firm. While freights show a point lower the demand is good and tonnage scarce. We quote:

ORE.	
Escanaba to Chicago	95c
Escanaba to Ohio ports	1.60
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2 40
Two Harbors to Ohio ports	2 50
GRAIN.	
Wheat, Duluth to Buffalo	6c
Corn, Chicago to Buffalo	3¾c
Wheat, Chicago to Buffalo	4c
Wheat, Milwaukee to Buffalo	4c
Wheat, Detroit to Buffalo	3c
COAL.	
Buffalo to Milwaukee	90c
Buffalo to Chicago	1.00
Buffalo to Duluth	75c
Cleveland to Milwaukee	90c
Cleveland to Chicago	1 00
Cleveland to Duluth	85c
LUMBER.	
Bay City to Tonawanda	$2.25
Bay City to Ohio ports	2 00
Saginaw to Tonawanda	2.37½
Saginaw to Ohio ports	2.12½

VESSELMEN AND CAPTAINS,

Please bear in mind, that the undersigned firm, established since 1866 in this city, are making a specialty of supplying vessels with ☞ *Comfortables, Blankets, Table linen, Towels* etc., and sew *to order* ☜ at the *shortest notice, Sheets, Pillow cases*, etc., and any necessary equipments for bedding. Also, are we the only manufacturers in this *city* who *retail* direct to the consumer all kinds of ☞ *Flannel Shirts*, double and single-breasted, real home-made in size, fit and sewing, *Overalls, Jean Pants*, or make them ☞ *to order* ☜ for the same price as we sell our ready made garments. ☞ Our *new cutter* ☜ takes measures for the most stylish *Cassimere Suits, Wedding Suits*, etc., and guarantees the best fit for the lowest prices, because he wishes to advertise himself and has *no expenses*, being in our store, free of rent. *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O.

Sheldon Pease is dead. He was 78 years old. He was prominently identified with lake marine interests for many years. He built and owned several propellers, and was the manager of a transportation line. He retired in 1870. Mr. Pease was the father of the late Alfred H. Pease, pianist and composer.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	5 20 A M	5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M'NE GAUL, City Passenger Agent.
A. J. SMITH, Gen'l Pass. Agt., Lake Shore Block

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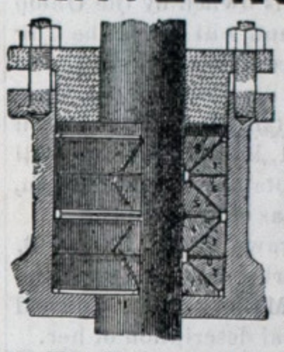

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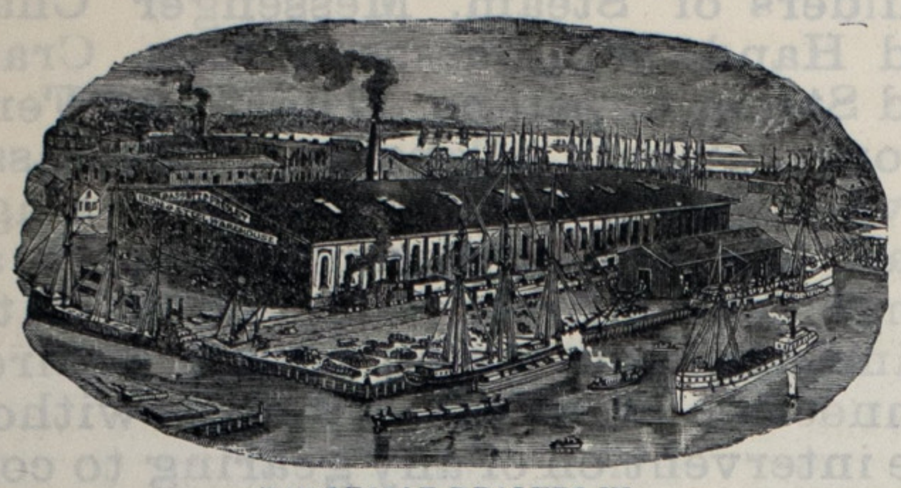

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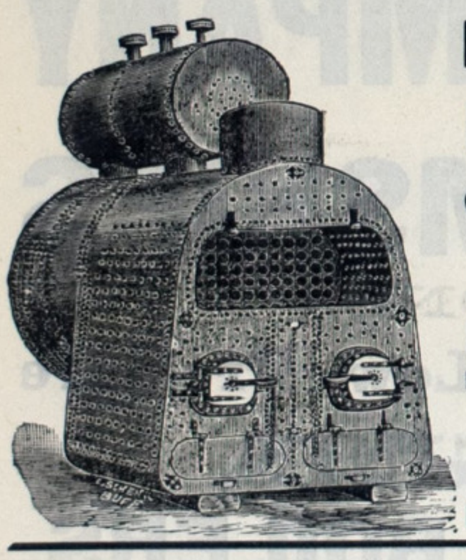

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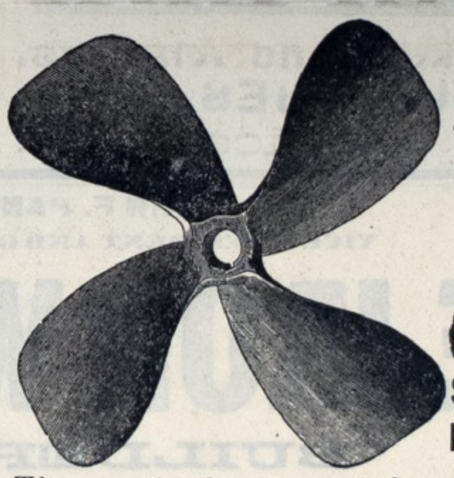

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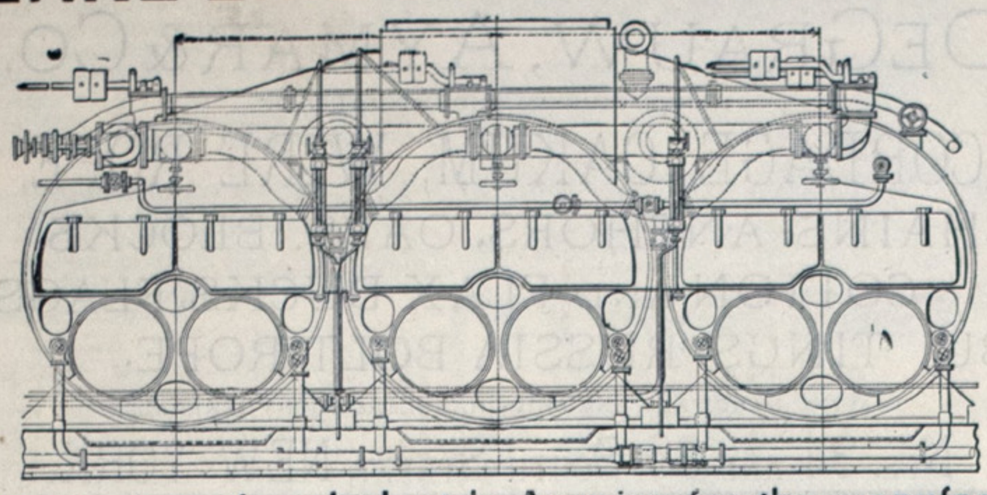

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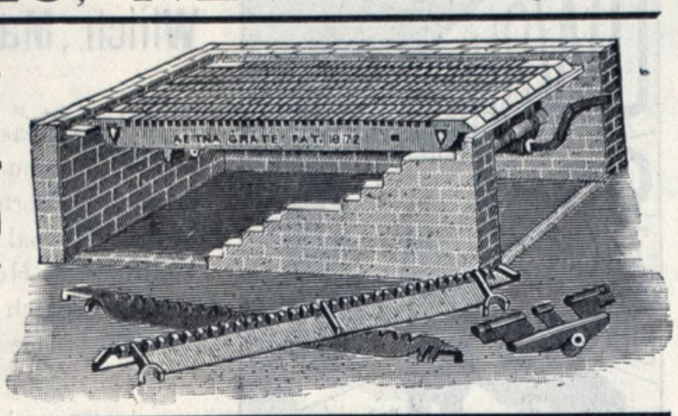

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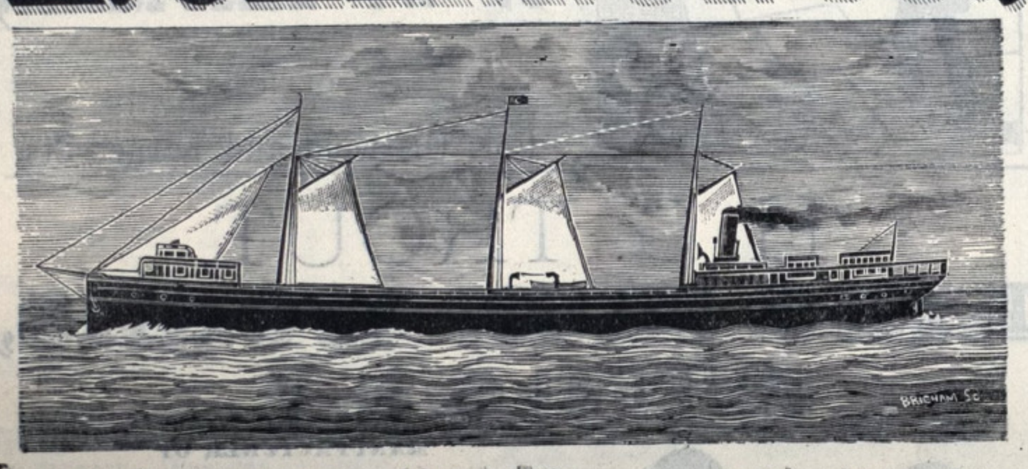

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